

THE BEST ANTISEPTIC PREPARATION
CALVERT'S
CARBOLIC TOOTH POWDER
Sold in 1/2, 1/4, 1/8, 1/16, 1/32, 1/64, 1/128, 1/256, 1/512, 1/1024, 1/2048, 1/4096, 1/8192, 1/16384, 1/32768, 1/65536, 1/131072, 1/262144, 1/524288, 1/1048576, 1/2097152, 1/4194304, 1/8388608, 1/16777216, 1/33554432, 1/67108864, 1/134217728, 1/268435456, 1/536870912, 1/1073741824, 1/2147483648, 1/4294967296, 1/8589934592, 1/17179869184, 1/34359738368, 1/68719476736, 1/137438953472, 1/274877906944, 1/549755813888, 1/1099511627776, 1/2199023255552, 1/4398046511104, 1/8796093022208, 1/17592186044416, 1/35184372088832, 1/70368744177664, 1/140737488355328, 1/281474976710656, 1/562949953421312, 1/1125899906842624, 1/2251799813685248, 1/4503599627370496, 1/9007199254740992, 1/18014398509481984, 1/36028797018963968, 1/72057594037927936, 1/144115188075855872, 1/288230376151711744, 1/576460752303423488, 1/1152921504606846976, 1/2305843009213693952, 1/4611686018427387904, 1/9223372036854775808, 1/18446744073709551616, 1/36893488147419103232, 1/73786976294838206464, 1/147573952589676412928, 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MAILS.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
 THROUGH TO NEW YORK, via
 OVERLAND RAILWAYS, and THROUGH
 AT YOKOHAMA, to SAN
 FRANCISCO.

Passenger Sailings from HONGKONG:
 City of Rio de Janeiro, to YOKO-
 HAMA, on TUESDAY, the 19th July, at
 1 p.m., taking Passengers and Freight for
 Japan, the United States, and Europe.

RATES OF PASSAGE.
 FROM HONGKONG, FIRST CLASS.
 To San Francisco, Vancouver,
 Victoria, Esquimaux, New
 Westminster, Seattle, Tacoma, Port-
 land, Oreg., \$225.00
 To Liverpool and London, \$325.00
 To Paris and Bremen, \$345.00
 To Havre and Hamburg, \$365.00
 Through Passage, and Freight by all
 trans-Atlantic lines of Steamers.

**RATES OF PASSAGE TO OVERLAND
 CITIES, FIRST CLASS.**

DESTINATION.	July 16th	July 17th	July 18th
Kansas City, Mo., Omaha,	\$285.00		
St. Louis, Mo.	\$292.50	\$291.50	
St. Paul, Minn., Minnea- polis, Minn.	\$292.50		
Chicago, Ill.	\$297.50	\$295.00	
St. Paul, Minn., Minnea- polis, Minn.	\$297.50	\$295.00	
Chicago, Ill.	\$297.50	\$295.00	
St. Paul, Minn., Minnea- polis, Minn.	\$297.50	\$295.00	
Chicago, Ill.	\$297.50	\$295.00	
St. Paul, Minn., Minnea- polis, Minn.	\$297.50	\$295.00	
Chicago, Ill.	\$297.50	\$295.00	

All the above Rates are in Mexican
 Dollars.
 Special rates (first class only) are granted
 to Missionaries, members of the Navy,
 Military, Diplomatic, and Civil Services,
 to European officials in service of China
 and Japan, and to Government officials and
 their families.
 Passengers by this Line have the option
 of proceeding Overland by the Great
 Northern Pacific and Canadian Pacific
 Railways.
 Return Tickets.—First Class.—Prepaid
 return tickets to Japan will be issued at
 following rates:—
 12 months, \$337.50
 6 months, \$337.50
 3 months, \$337.50
 Time is reckoned from date of issue to
 date of re-embarkation at San Francisco.
 Passengers, who have paid full fare,
 re-embarking at San Francisco for China or
 Japan (or vice versa) within one year will be
 allowed a discount of 10% from Return
 Fare. This allowance does not apply to
 through fares from China and Japan to
 Europe.
 Through Bills of Lading issued for trans-
 portation to Yokohama and other Japan
 Ports, to San Francisco, to Atlantic and
 Indian Cities of the United States, via
 Overland Railway, to Havana, Trinidad,
 and Demerara, and to ports of the Con-
 tinental and Southern Seas, by the Com-
 pany's and connecting Steamers.
 Freight will be received on board until
 5 p.m. the day previous to sailing. Parcel
 Packages will be received at the office until
 6 p.m., same day; all Parcel Packages
 should be marked to address in full; value
 of same is required.
 Consular Invoices to accompany Cargo
 destined to points beyond San Francisco
 in the United States, should be sent to the
 Company's Office, 74, Queen's Road Central,
 addressed to the Collector of Customs at San
 Francisco.
 For further information as to Passage
 and Freight, apply to the Agency of the
 Company, No. 74, Queen's Road Central.
 J. S. VAN BUREN,
 Agent.
 Hongkong, June 28, 1892.



STEAM FOR
 SINGAPORE, PENANG, COLOMBO,
 ADEN, ISMAILIA, PORT SAID,
 MALTA, GIBRALTAR, MARSEILLES,
 BRISTOL, LONDON,
 PLYMOUTH AND LONDON;
 ALSO,
 BOMBAY, MADRAS, CALCUTTA
 AND AUSTRALIA.
 N.B.—Cargo can be taken on through Bills
 of Lading for BATAVIA, PERANG,
 GULF PORTS, SINGAPORE,
 HAMBURG, NEW YORK AND
 BOSTON.

SPECIAL ONLY LANDED AT PLYMOUTH.
 THE PANAMA AND ORIENTAL STEAM
 NAVIGATION COMPANY'S Steamship
 GANGES, Captain T. J. ALDERSON, with
 Her Majesty's Mail, will be despatched
 from this for LONDON, BOMBAY AND
 SUEZ CANAL, on THURSDAY, 21st
 July, at Noon.
 Cargo will be received on board until 4
 p.m. Parcel and Special (Gold) at the Office
 until 4 p.m. on the day before sailing.
 Bills and Valuations for Europe will be
 transhipped at Colombo; General Cargo
 for London will be conveyed via Bombay
 without transhipment, arriving one week
 later than by the ordinary direct route via
 Colombo. Bills will be sent either via Bom-
 bay or Colombo according to arrangement.
 FREIGHT AND PASSAGE, apply to the
 PANAMA AND ORIENTAL STEAM NAVI-
 GATION COMPANY'S Office, Hongkong.
 The Company's Office, 74, Queen's Road Central,
 is open for application at the Com-
 pany's Office.
 This Steamer takes Cargo and Passengers
 for Marseilles.

H. H. JOSEPH,
 Superintendent.
 Hongkong, July 11, 1892.

Intimations.

WING HONG,
 TAILOR, DRESSER & OUTFITTER,
 Has Just Received
 A LARGE ASSORTMENT
 OF
 NEW STYLES OF GOODS
 OF ALL KINDS
 FOR SUMMER WEAR.

All kinds of
 CLOTHES
 MADE, AND PERFECT FIT GUARANTEED,
 AT LOWEST PRICES.
 Please make a call.
 68, QUEEN'S ROAD CENTRAL. 1103

PRIVATE BOARD AND RESIDENCE,
 "GLENVIEW BUILDINGS,"
 (Nos. 12 and 14, Wyndham Street.)

MRS. GILLANDERS has VACANCIES
 for RESIDENT BOARDERS and VISITORS;
 also Accommodation for TABLE BOARDERS.
 Hongkong, July 4, 1892.

CHAS. J. GAUPP & Co.,
 Chronometer, Watch & Clock Makers,
 Jewellers, Gold & Silversmiths.
 NAUTICAL, SCIENTIFIC AND
 METEOROLOGICAL
 INSTRUMENTS.

VOLUNTARILY CELEBRATED
 BINOCULARS AND TELESCOPES.
 REPAIRS OF ALL KINDS OF OPTICAL
 INSTRUMENTS.
 English Silver and Electro-Plated Ware.
 CHRISTOPHER & CO.'S ELECTRO-PLATED WARE.
 GOLD & SILVER JEWELLERY
 in great variety.

DIAMOND JEWELLERY.
 A Splendid Collection of the Latest London
 PATTERNS, at very moderate prices. 742

NOTICE.
 Undersigned have been appointed SOLE
 AGENTS for the SALE of the above
 Coal.

THE MITSUBI BUSSAN KAISHA,
 8, Queen's Road Central.
 Hongkong, June 22, 1892. 1103

INSURANCES.
 THE SUN LIFE ASSURANCE
 COMPANY OF CANADA.
 ASSETS OVER \$3,000,000.00.
 POLICIES absolutely non-forfeitable.
 No restrictions as to Residence or
 Travelling.
 Rates of Premium low.
 Policies issued on all approved Forms.
 For further Particulars, apply to
 DOUGLAS LAPRAK & Co.,
 Agents for Hongkong.
 23rd February, 1892. 369

TO-day's Advertisements.
PUBLIC AUCTION.
 THE Undersigned has received instruc-
 tions to Sell by Public Auction, on
TUESDAY,
 the 19th day of July, 1892, at 2.30 p.m.,
 at his Sale Rooms, Queen's Road,—
**SUNDAY HOUSEHOLD
 FURNITURE, &c.,**
 comprising:—
 TAPESTRY-COVERED DRAWING-ROOM SUITE,
 OIL-CLOTH-COVERED SOFA and EASY CHAIRS,
 CHAIRS and SIDE TABLES, CUPBOARD
 GLASSES, PICTURES, CARPETS and HEARTH
 RUGS.
 DINNER TABLE, MARBLE-TOP SIDINGBOARD
 with GLASS BACK, DINNER WAGGONS;
 CROCKERY, GLASS and PLATED WARE.
 Writing Desk with BOOK CASE, WAIT-
 ING TABLE and COFFEEING PARS.
 DOUBLE and SINGLE BEDS with GLASS
 DOORS, CHEST OF DRAWERS, BUREAU with
 GLASS, DRESSING TABLE and MARBLE-TOP
 WASHSTANDS.
 ONE COTTAGE PIANO, by W.M.
 WHITELEY.
 ONE REMINGTON STANDARD TYPE
 WRITER.
 ONE MILNER'S PATENT IRON SAFE
 and STAND.
 ONE IRON SAFE, by F. WILKINSON
 & Co.
 ONE COOKING STOVE.
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Tax delivery of the English Mail was begun at 5.25 p.m.

The Agent of the Canadian Pacific Company informs us that the R. M. S. *Empress of Japan*, Capt. Lee, arrived at Shanghai at 4 a.m. yesterday, and sailed at 3 p.m., and is expected to reach Hongkong at 9 a.m. on Monday, the 18th. The same Company's steamer *Empress of India* arrived at Kobe at 6.30 p.m. on 16th inst. and sailed to-day at noon for Yokohama.

The 'Stanley' repeated the pantomime of *Bluebird* last night to a rather small audience. The performance was not up to the former standard. To-night the fascinating opera of *Paul Jones* will be put on the boards. The Company have always given a good representation of this opera, and as they are likely to make a better appearance in this than in the pantomime they should draw together a larger audience.

A Shareholder writes to us in a highly indignant strain with reference to the sale of commission paid to the General Managers of steamship companies in this Colony. He refers specially to the Indo-China Steam Navigation Co., the latest report of which, he says, gives a brilliant example of the consideration shown by general managers for the interests of shareholders. No doubt, from a shareholder's point of view, high commission for management and meagre dividends form a sufficient reason for grumbling, but they hardly justify 'A Shareholder's' statement that 'the report clearly and conclusively proves that the company has been formed solely to line the pockets of the general managers at the expense of and to the absolute loss of the Shareholders.'

It is not by any means an uncommon thing to find people with grievances overstating their case, forgetting apparently that the inevitable effect of this is to weaken the force of their complaints. 'A Shareholder' proceeds to say with reference to the Indo-China Steam Navigation Co.—The net earnings of a fleet of twenty-one vessels, after deducting the general managers' commission amount to £23,312.0.0, from which a further sum of £6,878.0.0 in the shape of general charges, telegrams, director and auditor's fees have been deducted, leaving a balance of £26,494.0.0, out of which £25,772.0.0 have been rightly absorbed in the depreciation account; and taking into consideration the loss incidental on exchange the company has earned absolutely nothing, though by their force of favourable circumstances in the matter of underwriting account, no serious catastrophe having occurred during the period, the company were enabled to withdraw from it £14,454 from which alone a dividend of 25 per cent. has been declared. The above figures, he says, prove conclusively that the company has earned absolutely nothing, whereas Messrs Jardine Matheson & Co., the general managers, do not show the slightest compunction in securing their quota of profit in the shape of the most ridiculous scale of commission, dictated by themselves, when circumstances were quite different from what they are now, a scale of commission which should be entirely annihilated, and in adhering unduly to it the general managers have exhibited their utter disregard for the interests of the shareholders. Whether the company's business can be managed more cheaply than at present is a question for the company and the general managers, but the mere fact of the general managers taking the remuneration to which they are legitimately entitled does not prove that they are utterly regardless of the interests of the shareholders.

The *Ceylon Times* of June 30 has the following:—The M.M. steamer *Salvador* which arrived from Marseilles this morning has on board M. Lacroix, the Administrator of French Cambodia, who was proceeding thither to take up his duties. We regret, however, to hear that it may be necessary for him to remain here till the next French steamer passes through, in order that he may have the benefit of the services of the steamer. M. Lacroix met with a severe accident on board a few days ago, having had his face smashed in against the bulwarks, and though the ship's surgeon set the bones as well as he was able, the damage done was serious, and M. Lacroix will be in hospital in this morning in consultation. It appears that after passing Soolah, the *Salvador* experienced very rough weather, the south-west monsoon being very much in evidence. One night, after dinner, M. Lacroix was sitting in his chair, and rising from his chair, the steamer gave a sudden lurch which threw him violently against the bulwarks and damaged him as above stated. We hope, under Dr. Rockwood's skill and care, he will soon be all right again.

Nor long ago we published a rumor to the effect that the Home Government contemplated withdrawing the European troops from Ceylon, but little or no credence was attached to the story, seeing that it first saw the light in the columns of a London evening paper. Information has just reached us, however, which shows that there was a very substantial basis for the report. We learn from a very reliable authority that correspondence is now proceeding between the Home Government and the local authorities in regard to the matter, which is part of a great scheme of military reorganization contemplated. It appears that the War Office authorities, in accordance with the recommendation of the Select Committee which recently sat on Army Reform, intend to equalize the number of Home and foreign battalions, and in order to bring up the number of the former to that of the latter, it is proposed to utilize the several battalions of Guards and withdraw the battalions hitherto stationed in Ceylon, the Straits, and China, replacing them with regiments of Native Infantry from India. The whole question is now under consideration, and will be finally settled within the next few months. It is not, however, intended to withdraw the European Artillery, as skilled Artillerymen are required to man the batteries.—*Times of Ceylon.*

Or late, at Batavia perjury has largely increased in the courts during the hearing of a number of important cases. They are sworn on the Koran, but seek to neutralize its influence by putting a piece of pigskin inside the head-cloth. Police men, especially, who from their official position, have often to bear witness to truth readily have recourse to this device.

Captain Carpenter of the British ship *Congo* River Packet has claimed from the Netherlands Government \$27,000 as damages for his imprisonment in Terate, and arrest at Macassar during twelve days; the compensation being for himself, crew, and the vessel's owners. The Batavia *Nieuwsblad* says that the Netherlands Government acknowledges the justice of Captain Carpenter's claim, but that the amount fixed too high.

The *Locomotief* supplies further details of the earthquake of the 17th May on the West Coast of Sumatra, which show that it resulted in great loss of life. At Padang Sidempang, the side of a mountain, partly covered by a dense forest, was undermined by the earth opening in several places and casting out boiling water. There, over 140 persons perished. In the district of Great Mandailing, seven hundred houses were thrown down and over two hundred persons killed.

FREDERICK CARVALLO, the second mate of the *San Foh Guan*, was charged at Singapore on the 12th inst. by the master, Captain Sitat, with disobeying lawful commands by not keeping watch on deck as ordered. The accused did not put in an appearance when the case was called on, and a warrant was issued for his arrest. Later on the defendant was taken into custody, and the case was adjourned until 1st August, bail being allowed in \$100. The prisoner, who was the worst for liquor, objected that the Court had no jurisdiction. The case ought, he said, to have been tried in Sourabaya.

The Parliamentary return as to vivisection is just issued. Dr G. V. Poore, the 'independent' vivisectionist, of whom 43 performed no experiments. There were 69 licensed places in forty different institutions in England and Scotland. Experiments can only be made in the places specified in the license, except certain inoculation operations in remote districts with the object of studying outbreaks of disease among animals. Tables are given which afford evidence that licensees and assistants are fitted to undertake experimental work and to profit by it, and that all experiments have been conducted in suitable places. The licensees held 84 special certificates for experiments without anaesthetics; 48 certificates dispensing with the obligation to kill the animal before recovering from anaesthesia; 25 certificates permitting experiments in illustration to licensees; only one certificate for further advancement of knowledge by testing previous discoveries—in other words, doing experiments once performed in the past fresh on animals (of the not one of this kind in 1891); 36 certificates permitting experiments on horses, mules, or asses. In the course of the year 2,661 in all were done—1,353 without anaesthetics, 210 where the animal was allowed to recover from anaesthesia, and 1,100 where the animal was killed without anaesthetics, and 8 on horses.

FURTHER intelligence with regard to the Japan Mail Steamship Company's *Omi-maru* is to the effect that she is ashore near Yokohama, a locality presenting great perils of navigation during the high tide of this time of year. There are good hopes of getting her off if the weather continues fine, as the damage is confined to one compartment forward. The *Yamaguchi-maru* was at once despatched from Hakodate to bring off the passengers and render assistance to the *Omi-maru*. The latter left Yokohama on Wednesday at 5 p.m. with a salvage party and all necessary appliances. Everything, of course, depends on the weather. So far as can be ascertained, the injuries to the *Omi-maru* by the ship are not of a character to suggest any serious difficulty in getting her afloat, but she lies in a very exposed position, and unless the sea remains tolerably calm, her fate may soon be sealed.—*Japan Mail.*

All the investigations of maritime survey prove that the ocean bottom is much higher than was supposed. In the United States survey, for the electric cable between California and the Hawaiian Islands, the mountains beneath the sea are so enormous an obstacle that a detour must be made. Starting from Salina Bay, near Monterey, California, is a deep gulch 200 fathoms deep, and on each side the rocks rise to within five fathoms of the surface of the ocean, and gradually deepen to 2,500 fathoms, with much irregularity of surface, till 3,200 fathoms are reached, or about the depth of the Challenger's sounding. From about three-quarters of a mile less, two degrees further along it changes to 400 fathoms deep, then follows to 700 fathoms, then to 2,701 fathoms, followed by a rise to 2,000 fathoms; then there is another deep, and a fairly gradual sinking and rising follows till 1,000 fathoms are plumbed; now a mountain peak rises up about the third of a mile, to less than a quarter of a mile from the ocean surface. In a survey of the Hawaiian Islands, the United States surveying vessel, one recently, the other fifteen years ago. A third survey will have to be made to find ground on which the electric cable can be laid.—*Work.*

The indiscriminate felling of forest in Deli in the pursuit of tobacco cultivation has so changed the climate for the worse that the trees have been raised for preserving and extending the woodlands. But the Government and the planters collectively move slowly in this direction. Of the larger plantations, it is only the Deli Company which in any way manifests activity in putting worn-out tobacco land under forest growth. The bulk of the planters allow Nature to take her course on this point with the result that fields, not thrown out of cultivation, soon become overgrown with tall grass, and some planters take this line from lack of money to spare for the purpose, as their chief aim is to lay by as much profit as possible before retiring. To them, what becomes of the land afterwards is a matter of indifference. Very often the planters, upon trees growing on land exhausted by tobacco planting look hardly worth while, as it will take years for soil impoverished by tobacco to recover. The consequence is that large areas of the forest, which in the fallow are covered with tall and unprofitable jungle. The Deli Company strongly condemns such a line of policy on the ground of its being harmful to the end tobacco planting community, as in years of drought the ground in fallow land could be utilized in growing productive trees.

HONGKONG 'TEST ELECTION.'

ANALYSIS OF POLLS.

The political census promulgated by Dr Cantlie was brought to a conclusion this afternoon at 6 p.m., when the counting of the votes by Mr G. W. F. Playfair, chief manager, National Bank of China, and Mr John McCallum (of Messrs Lane, Crawford and Co.), was concluded. The result of the poll is a majority for the combined Unionist parties, although the majority, it must be confessed, is not so great as anticipated. The poll was a small one. It is satisfactory to know that the vote has been taken seriously, and there is only one instance where the voting paper was destroyed by a would-be 'funny man.' Of the total number who recorded their votes 116 were Scotch, but there are many more with Scotch names who have simply entered themselves as British. One gentleman designated himself as half-English, half-Irish. His vote was rejected. The majority of the votes rejected were of parties not entitled to vote. Twenty-eight non-residents recorded their votes. The votes were counted in presence of Mr Henry E. Pollock, who undertook the duties of referee. The result of the vote has been telegraphed Home, and will probably appear in the newspapers to-morrow.

The following is the result of the voting:—

Conservatives.....	218
Liberal Unionists.....	29
Chinese.....	36
Paradellies.....	2
Anti-Paradellies.....	6
Total votes recorded.....	350
Rejected.....	8

FRAGRANT WATERS' MIRACUE.

That Hongkong seems to have suddenly got into the 'dog days,' the heat being oppressive.

That it is hard to take a cool and calm view of any subject when the atmosphere approaches so near to boiling point.

That it is probably owing to the fact that a new and political fever has been introduced here during the last two days, that the atmosphere has been so hot and sulphurous.

That the light over the General Election at Home may be hot enough, but for our Home friends' sake, I hope they are not so hot as we are now.

That the returns received from Home so far, although they account for four-fifths of the House, do not furnish any reliable data for a decided opinion.

That the admirers of Mr Gladstone and his policy have certainly made progress so far, and the general fear now felt of all classes and shades of opinion is that a partial victory to one side may lead to the fight being repeated at no distant date.

That the opposition in Midlothian to the Grand Old Man—for there is much grandeur about Gladstone, however his political programme may be looked upon—has taken many by surprise, and his hard struggle and but partial victory in the county of Midlothian are recorded by his political opponents as a moral defeat.

That Colonel Wauchope, C.B., his opponent, must have polled a large number of the 15,324 electors, otherwise the veteran statesman would have shown a much larger majority than 700.

That Gladstone returned unopposed for Midlothian in 1886.

That Col. Wauchope, of the Black Watch, must have been more of a county man than a politician, although he has been long and honourable service in the British and Egyptian armies.

That the fact that Gladstone in this little Colony is an idea which, carried out with any degree of seriousness and honesty of purpose, may be the harbinger of some concession of self-government to this neglected dependency of the Crown.

That the difficulties in the way of granting autonomy, or any modification of responsible government, to Crown Colonies like Hongkong, cannot be ignored with advantage by popular or official advocates.

That the notion entertained of affixing Colonies like Hongkong with an electoral division at Home is rather suggestive of that at present Hongkong is a *finis* delictis.

That the grand sentiment of the 'federation of the world'—the British world, of course—should be carried into practical policy by giving each of the Colonies a vote in Parliament.

That the Hon. Member for Singapore, the Hon. Member for Hongkong, and the Hon. Member for Ceylon, would sound well in a debate; and the result would be that much less nonsense would be talked in the House about those places than has hitherto been the case. That many croakers have prophesied an accident on the High Level Railway, but the particular kind of accident which has actually taken place was anticipated by few residents.

That it is not often an accident happens on a line where the result proves to favour rather than diminish the belief in the safety of the transit.

That this seems to be the outcome of the mishap of the other day on the Tramway Co.'s line.

That the question has frequently been asked, 'Who is Mr Buckle?' and few would know. I know neither how to answer it, nor why the question was asked. That the Directory informs the public that Mr Buckle is a met attached to the Colonial Secretary's Department here, and the reason why public interest has been awakened in that gentleman's existence is that he is about to be introduced into our local official life.

That it is reported—you say 'we understand'—Mr Buckle has been appointed Deputy Superintendent of Police.

That your morning contemporary puts it this way, that Mr Buckle is learning the duties of that post.

That, if all this be true, Mr George Hornpool must have retired from the service on pension, after a hard working and honourable career in this Colony.

That, as I have said before, the eldest 'boys' have to be provided for, and the question for the Governor must often be a puzzling one, what to do with them.

That it need hardly be repeated several of these said 'boys' have held, and still hold, some of the highest offices in the Colony, and (one or two of them) fill them with credit.

That to be an efficient Police Superintendent, ready to fill the place of the Captain, requires special gifts, and great experience.

That the outcomings of an appointment requires some time to show itself, and may give much food for thought, it may be well to wait for further developments.

That I hear Mr Mitchell Jones will soon be at his post as more, when Mr May deals of even Blood Town, which large there is something wrong with the Military management at present, and a strong wish is expressed that the General Commanding should return.

That it is said, and with good reason, it is not the duty of the sick soldiers in Hospital are not allowed to have penknives in the daytime, and no one seems to have grit enough to get the thing remedied.

That the Defence Committee can perhaps explain the defensive properties of the pistol erections now being built by Le-yoon way.

That I noticed lately an item in the Harbour-Master's estimate for flags for the purpose of the new Signalling system at Kowloon.

That I also note circulars are going round of flags to the Department for the purpose of signalling incoming steamers; and this, again, is being signed by the Harbour-Master.

That Hong-fong were apparently not included in the estimate.

That the Central Market is now described as a 'long-felt want,' and the proposal of the Government is being pretty severely criticised, while the Director of Public Works is not blamed.

That the Star-Gazing Department continues to inform us that 'the weather is warm and rather dry.'

That the weather is unimpassioned, but no mention is made of the dew-point at the Peak—why?

That, outwardly, residents generally are anything but dry, although the mountain dew-point is frequently reached all this time.

That a shipper suggests the Government had better duly consider the storing of petroleum of 115 flashing point in iron tanks under a tropical sun, before exposing property to such risk.

That Sir, says, he has been wise in his generation.

That serious accidents have taken place here owing to kerosene tins full of oil being left in the sun.

That the question of the future of silver must, in the ordinary course of events, be realized.

That as gold and silver are the only media of exchange throughout the world, it may be inferred that neither gold nor silver can be unduly depreciated or appreciated without a sharp reaction taking place.

That it is not easy to fix a standard ratio for a bi-metallic currency, but taking as a basis a multiple of the average annual output of both metals it should be possible to so arrange the equilibrium as to settle this important question once and for all.

THE LOSS OF THE HAIPHONG.

THE FOLLOWING IS THE TEXT OF THE FINDING OF THE MARINE COURT OF INQUIRY HELD YESTERDAY INTO THE LOSS OF THE HAIPHONG:—

We find that the British steamer *Haiphong* (No. 88,833), of Hongkong, of which William Young Hunter was master, whose certificate is No. 34,465, left Hongkong on a voyage to Canton, under the command of Captain W. N. W. and Surgeon and T. Kau on June 10th; that the voyage was uneventful, so far as this Court is concerned, until June 27th. On that day at 8 a.m. the following cross-bearings were obtained:—Oma W. N. W. and Surgeon W. N. W. by W. A. W. and a course was then set W. 60° E. true. At noon observations were taken giving a position of lat. 33° 38' N. and longitude 126° 32' E. Afternoon observations were also taken. We find that soon after midnight the ship was supposed to be seen of Onasaki light and distant from it 102 miles, and the master not seeing the light, sent a man aloft to look for it but it was not seen; that soon after midnight the weather began to get hazy but afterwards cleared; that by the master's calculations at about 1.50 a.m. on the 28th the ship was within the radius of Hook Island light and also of Onasaki at about 3 a.m., but neither of these lights was seen either at any subsequent time; that at 3.45 a.m. the ship stranded on the rocks about 2 miles west of Onasaki light and became a total loss. The Court is of opinion that the casualty was brought about by the master's having been under the influence of an undrugged current which the mariner is cautioned against in the latest charts of this part of the coast. The *Haiphong*, however, was not supplied with the most recent charts, and was using charts which were not corrected had not been made for 13 years and small corrections for 10 years; and no mention or caution of this undrugged is made in the chart which was in use by the master. The supply of these charts, the Court is informed, lies with the Customs, and the Customs cannot hold the master free from blame for not having taken the precaution to see that he was supplied with the best charts. The Court are further of opinion that the master would have discovered more accurately the position of the ship had he considered the possibility of them being obscured by fog or haze which, from the evidence before the Court, they are led to believe existed, rather than by being outside the range of the lights. No use was made of the deep sea lead, though in other particulars the ship was navigated in a seamanlike manner. The reasons given for the use of this are that there were no soundings marked on the chart in the place where the ship was supposed to be, but to the Court it seems probable that the ship was at midnight inside of her supposed position and that the light was obscured by the thickness of the weather, and if this is so a cast of the deep sea lead might, and probably would, have revealed the dangerous state of affairs to the master. It is also to be regretted that the ship was not supplied with Sir William Thompson's sounding machine. The manner in which the log has been kept does not assist the Court in coming to a satisfactory conclusion. The Court is finally of opinion that with the use of the most recent charts and possibly of the deep sea lead the casualty might have been avoided. This omission, added to the fact that no soundings were marked on the chart for the current which was named in the charts in use, also the want of caution previously alluded to, leads the Court to consider that the ship between midnight and the time she struck was not navigated with seamanlike care, and that the omission to use the deep sea lead was a wrongful act on the part of the master. The Court must take notice. The Court therefore decides that the master's certificate be suspended for two months from this date, and it is hereby suspended under the provisions of the Act in that behalf.

Given under our hands at Hongkong this 15th day of July, 1892.

R. MURRAY RUSSELL, President;
JNO. HOSKINS WOODWARD, Staff Com.
R.N.;
A. LITTLE, R. F. Railway Co.;
P.A. and S. CHOL, master, steamer
Wingang.

CORRESPONDENCE.

THE HONAM KEROSENE CASE.

To the Editor of the 'CHINA MAIL.'

Hongkong, July 16.

SIR,—Mr T. Arnold, Secretary of the Hongkong, Canton and Macao Steamship Co., Limited, has written to you asking you to contradict as not in accordance with fact the statement published by you on the 14th inst. that the *Haiphong* was unlawfully taking dangerous goods on board the *Haiphong*.

It is as well the public should know what the facts are, so that they may judge what weight may be attached to Mr Arnold's statements.

The charge was that Mr Arnold 'unlawfully took on board the *Haiphong* dangerous goods as defined by Ordinance No. 8 of 1873 while the said steamer was not within the limits of the dangerous goods regulations.' The *Haiphong* was guilty to this charge, and the deposition of the Police Magistrate contains the word 'admits' after the charge. Mr Arnold afterwards made a statement to the Magistrate, which was published in the *Press*, to the effect that he was not guilty of this charge, but he was guilty of taking dangerous goods on board the *Haiphong*.

Now, the six cases of kerosene were shipped either lawfully or unlawfully. If they were shipped unlawfully there was an offence; if they were shipped lawfully there was not. The charge was not that the *Haiphong* was not within the limits of the dangerous goods regulations. The charge was that the *Haiphong* was guilty to this charge, and the deposition of the Police Magistrate contains the word 'admits' after the charge.

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TERRIBLE TRAGEDY IN YOKOHAMA.

A terrible tragedy occurred in Blood Town this afternoon, says the *Japan Gazette*, of the 7th instant, by which it is feared four lives have been lost; but owing to the excitement we have only been able to gather the most superficial account of the affair. It appears that a man named Jacob Carls, who claims to be a German, was this morning released from the Japanese goal, where he was recently confined on a charge of having assaulted R. Beattie, of 124 Settlement. Immediately on his release, Carls purchased a six-chambered revolver and walking down to 124 at a quarter to two this afternoon, deliberately shot Beattie while lying in bed, the shot, we believe, proving instantly fatal. Carls then went to look for a man named Ned Valentine, against whom he also had a grudge, but failing to find him he returned to 124, and afterwards walked on to the vacant plot of land just beyond, where he was known to be by a British marine, the only man who had apparently dared to interfere with him. At this moment three policemen rushed up, but before they could arrest him, Carls sprang to his feet and fired three shots at them in succession, all of which took effect, in two cases we fear fatally. The man then raised the revolver for a fifth time and shot himself in the leg. He was taken to the police station where, as we go to press, he is lying seemingly unconscious, but we are informed by the authorities he will recover.

Such a tragedy as this has not occurred in Yokohama for a long time, and exceeds in its wanton disregard of human life the case of even Blood Town, which has gained for this foul locality so gruesome a title. While there is life there is hope however, and we therefore trust that the two policemen who at present lie in so precarious a condition, may pull through.

NEWS BY THE ENGLISH MAIL.

THE HONGKONG AND SHANGHAI BANK'S DIVIDEND.

London, June 23.—The Hongkong and Shanghai Bank has notified that it will probably be necessary to write off about hundred thousand dollars from the reserve fund, and it will declare a dividend of one pound per share from the profits of the current half year (ending at the rate of ten per cent per annum).

PRINCE BISMARCK AND THE GERMAN GOVERNMENT.

Berlin, June 22.—The article in the *North German Gazette* is due to Prince Bismarck's open and unreserved criticism of the Home and Foreign policy of the Government during his stay at Vienna and Munich.

A BALLOON ACCIDENT AT THE CRYSTAL PALACE.

London, June 30.—A shocking accident happened yesterday evening at the Crystal Palace at a balloon ascent. The balloon, when about a hundred feet from the ground, burst. Captain Dale, the aeronaut in charge, was killed, and three of his companions were injured, two of them fatally.

TENNYSON AND GLADSTONE.

London, June 30.—A letter has appeared from Lord Tennyson in which he says, 'I love Gladstone, but hate his present Irish policy.'

A LOAN FOR THE TRANSVAAL RAILWAYS.

Messrs Rothschild have lent 25 millions sterling to the Transvaal Government, for their railways, at 5 per cent interest.

AN ENGLISHMAN AND A RUSSIAN.

London, July 1.—Mr Gladstone, speaking at Edinburgh yesterday, declared that he had never retracted any syllable of his Irish proposal of 1886. He leaves the Liberal Government to settle the question of the retention of the Irish members in the British Parliament.

THE BROTHERHOOD OF THE EMPIRE.

London, July 1.—At a banquet given at St. James' Hall last night to the members of the Chambers of Commerce Congress, Lord Knutsford presiding, Lord Knutsford proposed the toast of the Empire, which, he said, was united in a great brotherhood, inspiring confidence in its future.

A CHARGE FOR SWINDLING AGAINST A BOMBAY TRADER.

Messrs Charles Beyer and George Oring, partners in the Bombay firm of Beyer, Oring and Co., were charged to-day at the Guildhall Police Court with forging bills of lading of the value of one thousand pounds, and defrauding the Chartered Mercantile Bank. Counsel for the prosecution said he believed he would be able to prove the prisoners guilty of a most extensive swindle. The prisoners were remanded in custody.

THE 'CITY OF CHICAGO' ABANDONED.

London, July 2.—The Atlantic liner 'City of Chicago' is ashore of Queenstown

